

**MINUTES OF THE REGULAR MEETING OF THE GRANTSVILLE CITY
COUNCIL WORK MEETING HELD WEDNESDAY, JANUARY 25, 2001:**

Mayor and Council Present: Mayor Merle Cole. Council Members: Craig Anderson, Kevin Hall, Justin Linares and Karen Watson

Appointed officers and employees present: Wendy Palmer, City Recorder, Public Works Director Joel Kertamus, and Fire Chief Doug Anderson.

Citizens and Guests: Craig Neeley, Aqua Engineering.

Mayor stated that this packet of information looks like a Joe Cange document. Craig stated that he wanted it recorded in the minutes that he is highly offended by that statement. Craig stated that in no way did Mr. Cange have any input on this presentation. Craig stated that he was berated when he last brought this issue before the Council and was asked to bring documentation that backs up his ideas. This information is intended to do that. Craig stated that he has not had the opportunity to go to Road School in the past and decided to contact the League of Cities and Towns and they are the ones that put him in contact with Doyt Bolin from Utah State University. I asked them about road widths, road standards and maintenance issues and all of these things that I was told that I knew nothing about and shouldn't be commenting about. Mr. Bolin put me in contact with Skip Hudson and he sent me this presentation that he did. He is recognized as one of the experts in the State of Utah. None of this has anything to do with Joe Cange. Mayor stated that Mr. Cange always has a big package of paper and that was what he was commenting about. Craig stated that sometimes that is what it takes. It was questioned that the average current road width in our city that does not have curb and gutter is 24 feet. I asked Craig Bott from the Utah Local Government trusts and he recognized this standard from the AASHTO Book which is another reference to road standards. In this book it talks about lane widths of 12 foot lanes are the predominate on the highways. Craig stated that he went to a library and copied these pages. The extra cost of 12-foot lanes over 10 foot lanes is offset by the reduction in costs of shoulder maintenance. The reduction of lessened wheel concentrations at the pavement edge. Anything beyond that becomes parking to a great extent. Craig Bott the Attorney for Utah Local Government Trust stated that as long as the city stays with 20-foot roads we are covered by liability insurance. AASHTO says that if you get a 36 feet road you are talking about multiple lanes of traffic. Did we anticipate parking on this road or did we expect to exceed the traffic on our Main Street? Joel stated that Willow Street has multiple uses because there is no sidewalk, such as bicycles, jogging, and walking. There is adequate room for cars to pass and the other activities to continue. Do we want to make our streets to handle traffic speed only, is there a real need for the width of the road like on Willow Street? I don't want to see us do away with road swells and put in curb, gutter, and sidewalk because of the storm drainage problems. Kevin asked Craig what footage are you asking for? Karen asked if Craig was in agreement with the Planning Commission recommendations. Craig stated that he would drop the frontages. Kevin asked if Craig would allow a rural road standard anywhere in our community. Craig stated that 200 foot frontages would be problematic, they will be very inviting to be dividing in half and it is not conducive to keep livestock. Livestock lots should be 135 feet deep or deeper. Joel stated that the frontages give the feel of the rural feel to it. Craig stated that he likes the 80 feet right of way – it gives you a street that is more like Durfee and Clark Streets. Craig stated that he likes 24 feet of pavement and 6 feet on each side of gravel shoulder. Watt homes has 32 feet of pavement shoulder to shoulder there is nowhere to pull of the road. Craig stated that Hale Street is 41 feet wide. Kevin stated that Engineer Craig Neeley and Public Works Director have recommended not less than 30 feet wide pavement. Kevin stated that in his profession of driving a dump truck I prefer the wider street. I can tell you one thing that when a car is parked on each side of the road it is impossible to get through. Craig stated that he is not proposing to reduce the residential right of way just the amount of pavement. Craig Neeley stated that he has read the information by Mr. Hudson and he has some good points. The issue is multiple use of roads and if you go 24 feet wide you cannot put a bike on one side or the other. Craig stated that if we set standards that we require the developer to live by the City should live by it. We need to pave our street to 30 feet wide or to the 36 feet. Karen asked Engineer Neeley why would we not go along with the Tooele County Standard of 24 feet. Mr. Neeley stated that it is for pure public safety reasons. Karen asked Engineer Neeley how would he build a road and include a trail. Kevin stated that Clark Street has sidewalks on both sides and the people walk on the road. Justin stated that there wouldn't be trails

throughout our town for a long time. Mayor asked Engineer Neeley if the advantage is to pave or not to pave the shoulder. Engineer Neeley stated that you could consider the ribbon curb as part of the improved surface. That would reduce the actual pavement to 26 feet but the cars can still drive on the 4 feet of ribbon curb. Craig stated that the more asphalt you have you increase the run off of storm water. The problems with the storm water run off we are going to be forced to implement 4 million-dollar storm drainage plan. Justin stated that his problem about going narrower, from his experience. People plant their yards up to the street and that limits the ability to park off the side of the road. Mayor stated that we need to keep making the developers responsible for their own storm water. Justin stated that when he lived in Stansbury Park he lived next to the North Tooele County Fire Chief and he told Justin that if there ever was a fire the fire truck would not be able to get through. Fire Chief Doug Anderson stated he has experienced some of that in the Watt Homes subdivision because it is fairly narrow, I think we could still get a fire truck in. Doug stated that Willow Street does make him want to go fast. But Willow Street does seem to be an appropriate width. Kevin stated that the reason that you want to go fast is because there is nothing there. If Willow Street were lined with homes, the speed would be different. Craig talked about collector streets. The collector streets in Tooele County stays at 24 feet they build the road to handle more traffic. If we are going to put more subdivision on Willow Street, we need to encourage them not to front houses on Willow Street unless they have large frontages. Craig stated that he is not objectionable to going out to 26 feet on your surface. Justin asked Craig if he would go to 30 as a compromise. Craig stated that he still feels 30 is too wide. If you get to 30 you are creating on street parking. If you have 26 people have a visual that it is not wide enough. Justin stated that Stansbury Park roads are visually too narrow to park on and people do. Kevin stated that we do not want to create too many burdens for the residences to maintain. Joel stated that we have a lot of residences that maintain the frontage but we have other residents that won't mow a weed that is out in the roadway because they say that is city property. Joel asked the Council to consider that if you have wide shoulder areas that they give the tools to maintain the weeds and gravel. Mayor stated that he does not believe that the reason of flooding the streets is a viable reason to narrow those streets. Tell me what advantage it is to the city to narrow those streets, look forward in this. Craig stated that we have got more room for other uses in the right of way. Do we want to put our trails right next to the street. Craig stated that he would rather see road swells and not detention basins. Craig does not want detention basins. Joel stated that the road swells do not work well in Watt Homes. Joel stated that intersections are under water. Craig stated that the densities are too small and the frontage too narrow. Joel stated that a developer will do the minimum to get by why couldn't we require the ribbon curb. Craig stated that he could go along with 26 feet of asphalt and a ribbon curb on each side, which would give a total width of 28 feet. Karen asked Craig Neeley if he could go along with that. Engineer Neeley stated that his minimum is 30' of improved surface. Mayor stated that when you think about the safety and when you look at the traffic books it is hard for me to rationalize the reason to reduce the width. Craig stated that the road in Watt Homes should have been 36 feet wide. Mayor stated that there will always be on street parking. Joel stated that we are looking at it as a development standard and they are trying to maintain a curb appeal the gravel does not meet their curb appeal. Kevin stated that houses and horses don't mix, and by fronting backyards of homes on our streets it just does not look good. I think we have compromised from 36 feet to 30 feet. My personal feeling is that the narrower the street the more dangerous the street is. Kevin stated that I still can not see any advantage for narrow roads except to the developer. Kevin left the meeting at 7:50 p.m.

Craig stated that he likes 28 feet of hard surface. What bothers me is will Grantsville City resurface our own streets to the same standard. Craig stated what can we afford to maintain as a standard. Mayor stated that gravel shoulders don't work, they are soft and people don't like to park on them because they get stuck. Justin stated that we are better off planning for parking on the streets. Justin stated that I think we are closer together than you think. We are within 2 feet Craig you want 28 feet, and the standard from the Planning Commission is 30 feet.

Karen made the motion to adjourn this meeting at 8:40 p.m. Craig seconded the motion. All voted in favor, motion carried.